NH-75 (Extn.) and 4 km. of NH-215. The reconstruction works of bridge at Km. 98.958 and at km. 154.85 of NH-215 are also under way. To check the menace of over-loaded vehicles on NHs, State Government has already been sensitized to take appropriate actions as per the provisions of law. However, within the available funds efforts are made to keep the NHs in traffic worthy condition.

(c) and (d) As per the last traffic survey conducted, 12748 Passenger Car Unit (PCU) were recorded on NH-215 at the traffic count station in Keonjhar district. Due to increase in mining activities in and around Keonjhar district, the traffic intensity on this National Highway has seen unprecedented growth during last two years which sometimes results in congestion specially during rainy season. In view of increased traffic volume on NH-215, this National Highway has been included in National Highway Development Programme (NHDP) Phase-III for four laning by National Highway Authority of India (NHAI). NHAI has gone ahead with the preparation of Detailed Project Reports (DPRs) and also initiated actions to obtain necessary approval of Public Private Partnership Appraisal Committee (PPPAC). In the meantime as an interim measure to provide relief to road traffic on this National Highway, works for improvement of Riding Quality have been sanctioned in an aggregated length of 33.30 km. for an amount of Rs. 13.55 crore. In addition, 7 proposals for improvement works in an aggregated length of 54.85 km. have been received from State Public Works Department (PWD) of Orissa under current Annual plan for concurrence of the Ministry.

Stray cattle causing accidents on NHs

37. SHRI VIJAY J. DARDA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government are aware that stray cattle-cows, bulls, pigs, sheep, etc. roam about freely on roads and highways, thus becoming a traffic hazard and, at times, accidents take place due to their movement in the middle of the roads;

(b) if so, whether any practical remedy has been thought of to eliminate this dangerous trend, especially in view of massive programme of Government to build highways as also roads to connect even small villages; and

(c) whether the NGOs working towards safety and well-being of animals have come up with any such proposal?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) Yes, Sir.

(b) On expressways, restrictions are imposed on access of stray animals on the roads by fencing throughout the length. It is not possible to restrict the movement of animals on National Highways. However provision of underpasses for cattle crossings, guard rail, fencing and crash barriers at certain locations on National Highways, help in restricting the movement of stray animals.

(c) No, Sir.

Availability of Scientists/Engineers

38. SHRIMATI N.P. DURGA: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that ISRO could manage to get only 60 per cent of the scientists/engineers during the last few years in view of very less availability of science stream students in the country;

(b) if so, to what extent the proposed Indian Institute of Space Science and Technology would help in getting the students with space background; and

(c) by when the institute is going to start its operations?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI PRITHVIRAJ CHAVAN): (a) The Indian Space Research Organisation (ISRO)/Department of Space (DOS) requires high quality Scientists/Engineers for its pursuit of excellence in Space Science, Technology & Applications. With increasing opportunities for more lucrative jobs outside, the participation of bright young minds from premier and leading academic institutions in the Indian Space Programme has declined. In spite of continued improvements in recruitment and outreach efforts, ISRO is not able to get the required number of Scientists/Engineers during the last few years.

(b) It is estimated that about 150 graduates from the Indian Institute of Space Science and Technology (IIST) would be absorbed into ISRO/DOS annually. This will significantly improve the situation.

(c) The IIST has already become operational from the academic year 2007-08.

Delhi rent control Act, 1995

39. SHRI MAHENDRA MOHAN: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the present status with regard to the implementation of the Delhi Rent Control Act, 1995;

(b) the steps taken by Government during the preceding two years in the direction;

(c) Government's viewpoint on the implementation or otherwise on this legislation; and

(d) the manner in which Government propose to balance the interest of both the landlord and tenant at least in the case of new tenancies in Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) to (d) Immediately after The Delhi Rent Act, 1995 was enacted on 23.8.1995 there were representations against some of the provisions of the said Act by a section of tenants. The matter was examined and it was decided to bring the Act into force after effecting amendments to some of its provisions.

The Delhi Rent (Amendment) Bill, 1997 was accordingly introduced in Rajya Sabha in July, 1997. The Bill could not be debated till the dissolution of the 13th Lok Sabha. After formation of 14th Lok Sabha, the bill is required to be considered by the Government afresh and steps have been initiated in that direction.

It is expected that after the Delhi Rent (Amendment) Bill is passed and brought into force, the observed deficiencies in The Delhi Rent Act, 1995 would be removed since provisions have been made in the Bill to balance the interest of both the landlord and tenant.

Dogra Committee recommendations

40. SHRI MAHENDRA MOHAN: Will the Minister of URBAN DEVELOPMENT be pleased to refer to the reply to Unstarred Question 3177 given in the Rajya Sabha on 3rd May, 2007 and state:

(a) the progress of action on the report of Dogra Committee;